

# LUMMI NATION AWARENESS PROJECT

ON

PACIFIC INTERNATIONAL TERMINAL

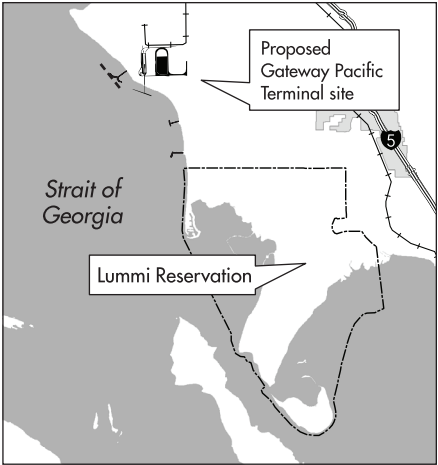
**The Awareness Project** seeks to inform Lummi tribal members about the port development proposed by Pacific International Terminals, Inc. (PIT) near the Lummi Reservation's northern border.

- **The Lummi Nation has not decided to support or oppose the proposed development.**
- We will work with other governmental agencies and non-governmental organizations to make an informed decision once a federal environmental impact study is completed.

## WHAT IS THE PROPOSED DEVELOPMENT?

The PIT project on Cherry Point, known as the Gateway Pacific Terminal (GPT), is intended to be a full-service export-import facility, which would be capable of moving up to 54 million metric tons of dry bulk commodities per year. These cargoes could include coal from the Powder River Basin in Wyoming and Montana; calcined petroleum coke from the local oil refineries; different grains (e.g., wheat, rye) from Washington, Montana and other states; and potash. All of the cargo would be brought to the facility by train on the existing Burlington Northern-Santa Fe (BNSF) railway. The Lummi Nation has not decided to support or oppose the proposed development.

PIT is a subsidiary of Seattle-based SSA Marine, one of the largest shipping terminal operators in the world with 125 operations across the globe. SSA Marine created Pacific International Terminals, Inc. with the sole purpose of developing GPT.



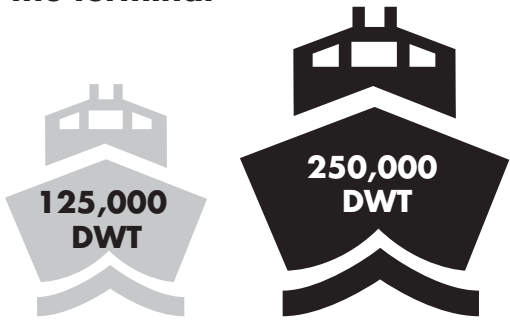
## SOME OF THE KEY ELEMENTS OF THE PROPOSED PROJECT INCLUDE:

- 1,092 acre site, 350 acres to be developed
- Would receive between 200 and 400 ships per year
- Each ship would have 1 escort tug and 3 berthing/harbor tugs
- BNSF Railway would build additional rail facilities as well as a second track along the six-mile Custer Spur
- Could accept up to nine trains bringing in product per day, each train could be up to a mile and a half long

### Ships too large to pass through the Panama Canal would call at the terminal

Known as cape-size vessels, ships calling at GPT would be capable of transporting 250,000 dead weight tons (DWT).

- Maximum size of oil tankers allowed in Puget Sound
- Maximum size of ships that would call at GPT

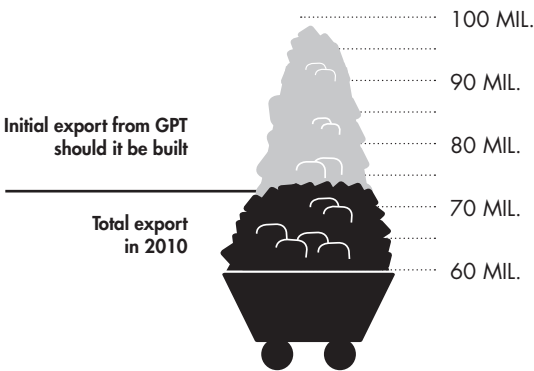


### The wharf of the proposed development would be almost 1,000 feet longer than the other three existing docks

Proposed cargo terminal	3,438 FEET
BP Cherry Point Refinery	2,448 FEET
Alcoa Intalco Works	962 FEET
ConocoPhillips Refinery	745 FEET

### The first commodity likely to be shipped from the terminal would be coal

#### ANNUAL TONS OF COAL EXPORTED FROM THE U.S.



While the terminal would be designed to handle a variety of commodities, SSA Marine has reportedly already entered into an export agreement with Peabody Energy Corp. to ship 24 million metric tons of coal per year from Peabody's Powder River Basin operations in Wyoming through the proposed facility.

**The United States exported 74.1 million metric tons of coal in 2010. The proposed terminal would increase that amount by more than 32 percent.**

## Lengthy and detailed federal, state and local regulatory review process to take place

The U.S. Army Corps of Engineers, the Washington State Department of Ecology and Whatcom County will conduct a coordinated environmental review under federal and state laws to ensure the project meets all standards. Both a federal environmental impact statement (EIS) and the state equivalent is required before this development can move forward.

The Lummi Nation will take a lead role in informing the EIS process about potential impacts of the proposed project on Lummi interests. As it has already done, the Lummi Nation will continue to raise issues of concern to the federal and state agencies, so that Lummi interests and concerns will be included in the federal and state studies at every step in the lengthy process.

Step/Action	Approximate Timeline
Contract EIS consultant(s)	March 2012
EIS scoping	June 2012
Draft EIS	March 2014
Comment period, response to comments, additional study	December 2014
Final EIS	June 2015
Decisions and appeals	December 2015
Resolution of appeals	December 2018

The new Awareness Project website is under construction, but please keep an eye out for it on [www.lummi-nsn.gov](http://www.lummi-nsn.gov).

In next month's edition of the Squol Quol, the Awareness Project will focus on: why people are opposed to the development and the concerns that must be addressed moving forward in the evaluation process.